

SPECIAL RATES ON CENTRAL BRANCH R. R.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS OF KANSAS, }
TOPEKA, January 26, 1886. }

To the Honorable Speaker of the House of Representatives, State of Kansas—SIR: In response to House Resolution No. 2, by which the Board of Railroad Commissioners are authorized and directed to report to the House all the information in their possession as far as the same relates to special rates and tariff rates on the Central Branch Missouri Pacific Railroad, before the passage of the railroad law, and the rates now in force on said road, the Board transmits herewith copies of tariff sheets on file in this office. Besides these no other specials have been furnished to the Board.

We have, however, in the course of our investigation become possessed of information upon the subject which the resolution seems to call for. Soon after the organization of the Board, and on June 7th, 1883, complaint was received from Mr. Samuel Hill, of Blue Rapids, Kansas, alleging excessive charge on shipment of barbed wire, which the company, upon reference of the matter to it, admitted. The company settled directly with the shipper, and to repeated requests of the Board for information as to the basis of settlement, Mr. Hill wrote the Board, a copy of the letter being embodied in their first annual report, page 219. From this it would appear that Mr. Hill claimed a rate below the regular tariff, though this is not directly stated; but this claim the company did not admit, and paid him back only such sum as was charged in excess of the published tariff rate. This was all the information that the Board was able to elicit as to the existence of specials to individual shippers prior to the Beloit decision. Some time afterwards we ascertained that some shipments of barbed wire had been made over the Central Branch road at lower rates than the regular tariff. Possibly concessions to individual shippers of other freight had been made, but the Board had no knowledge of them, nor has it now. Specials involving concessions to individual shippers from the regular tariff do not go upon the record, and the Board has no reason to suspect their existence unless complaint is made by some one who is suffering in his business by the unjust discrimination which this class of specials work. Such a complaint is now

before the Board and in process of investigation, where it is charged that by reason of a special to a rival lumber firm on the Central Branch road, the complainants have been forced out of business.

Specials have been given by the Central Branch road upon heavy freights, such as corn and lumber, with the knowledge and sanction of the Board, to meet cut rates upon rival lines reaching beyond the State, but only on condition that such specials should be open alike to all under similar circumstances or in like conditions. Respectfully submitted.

By the Board.

E. J. TURNER, *Secretary.*

FREIGHT TARIFFS.

THE MISSOURI PACIFIC RAILWAY COMPANY, CENTRAL BRANCH DIVISION.—Special Freight Tariff, No. C. B. 12.—(Supersedes Circular No. 42.)—Taking effect April 30, 1883.

SUBJECT TO JOINT WESTERN CLASSIFICATION.

Between Kansas City, State Line, Wyandotte, Leavenworth, Atchison, and —	MERCHANDISE, In cts. per 100 lbs.				CAR-LOADS, In cents per 100 lbs.						
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Class A.	Class B.	Class C.	Class D.	Lumber, Lath, and Shingles.	Salt, 70 bbls. and over.
Clifton	60	53	48	42	37	28	19	15	15	15	17
Clyde.....	62	55	50	43	38	30	20	15	15	15	18
Concordia.....	65	58	50	45	40	34	25	18	18	16	20
Beloit.....	70	65	55	50	45	35	25	18	18	18	20

Empty Packages returned Fourth Class. Barbed Wire car-loads, Class A. Horses and Mules, west bound, Class B.

J. J. ROGERS, General Freight Agent, St. Louis, Mo.; H. A. JOHNSON, Ass't General Freight Agent, St. Louis, Mo.; L. A. EMERSON, General Western Freight Agent, Atchison, Kan.

THE MISSOURI PACIFIC RAILWAY COMPANY.—Merchandise Tariff, No. C. B. 10, between points on the Central Branch Division and Atchison, Leavenworth, Wyandotte, State Line, and Kansas City.—In effect April 16, 1883.

GEO. OLDS, General Freight Agent, St. Louis; H. A. JOHNSON, Ass't General Freight Agent, St. Louis; L. A. EMERSON, General Western Freight Agent, Atchison.

SUBJECT TO JOINT WESTERN CLASSIFICATION.

Distances from Atchison.	Between Atchison and —	MERCHANDISE, In cents per 100 lbs.				CAR-LOADS, In cents per 100 lbs.					
		First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Class A.	Class B.	Class C and D.	Salt, 70 bbls. and over.	Lumber, Lath, or Shingles, in car-loads of 24,000 lbs. and over.
7	Junction *	13	11	10	9	8	6	4	3	4	3
13	Farmington.....	15	12	11	10	9	7	5	4	5	4
15	Monrovia.....	18	14	12	10	9	8	6	4	6	4
18	Effingham.....	20	15	13	11	10	9	7	5	7	5
25	Muscotah.....	25	20	15	13	12	10	8	6	8	6
31	Whiting.....	30	25	18	15	14	12	9	7	9	7
37	Nctawaka.....	35	30	23	19	17	13	10	8	9	8
42	Wetmore.....	40	34	28	24	22	16	11	8	10	8
49	Goff's.....	43	37	32	28	25	17	12	9	11	9
55	Corning.....	45	40	34	30	27	18	13	10	12	10
62	Centralia.....	48	42	36	32	29	19	15	11	13	11
70	Vermillion.....	48	43	38	34	30	20	15	11	13	11
78	Frankfort.....	49	45	40	36	31	21	15	11	14	11
81	Barrett's.....	49	46	42	37	32	22	16	12	14	12
85	Bigelow.....	50	47	44	37	32	22	16	12	14	12
91	Irving.....	50	47	44	37	32	22	16	12	15	12
95	Blue Rapids.....	50	48	45	37	32	23	17	13	15	13
100	Waterville.....	50	48	45	37	32	23	17	13	15	13
107	Barnes's.....	53	49	45	39	34	23	17	13	16	13
113	Greenleaf.....	54	50	45	40	35	24	17	13	16	13
120	Washington.....	55	50	46	40	35	24	17	13	17	13
120	Linn.....	55	50	46	40	35	24	17	13	17	13
125	Palmer.....	57	51	47	41	36	26	18	14	17	14
143	Ames's.....	63	56	50	44	39	30	21	15	19	15
149	Rice.....	65	58	50	45	40	32	22	16	19	16
160	Yuma.....	65	59	50	45	40	32	23	16	19	16
167	Norway *.....	65	59	50	45	40	32	23	16	19	16
174	Seandia.....	65	59	50	45	40	32	23	16	19	16
183	Republic City.....	67	59	51	45	43	33	25	17	19	17
190	Warwick.....	67	59	51	45	43	33	25	17	19	17
166	Jamestown.....	65	60	50	45	40	33	23	16	19	16
176	Randall.....	67	59	51	45	43	33	24	17	20	17
182	Jewell City.....	67	59	51	45	43	33	24	17	20	17
191	Mankato.....	72	64	56	50	47	35	27	17	20	17
199	Burr Oak.....	72	64	56	50	47	35	27	17	20	17
172	Scottsville.....	67	59	51	45	43	34	24	17	20	17
190	Solomon Rapids.....	72	64	56	50	45	36	26	19	21	19
195	Glen Elder.....	72	64	56	50	45	36	27	20	22	20
202	Cawker.....	74	67	59	53	45	37	28	20	23	20
208	Downs.....	75	70	60	55	45	37	28	20	23	20
218	Osborne.....	76	70	60	55	45	38	29	20	23	20
232	Bull's City.....	80	75	65	60	50	40	31	22	24	22
217	Portis.....	76	70	60	55	45	37	29	20	23	20
222	Harlan.....	76	70	60	55	45	37	29	20	23	20
227	Gaylord.....	77	70	60	55	45	37	29	20	23	21
232	Cedarville.....	78	73	63	58	48	38	30	21	24	22
242	Kirwin.....	80	75	65	60	50	40	31	22	24	22
253	Marvin.....	83	75	68	62	52	43	33	23	25	23
259	Big Bend *.....	83	75	68	62	52	45	34	24	25	24
268	Logan.....	83	75	68	62	52	45	35	24	25	24
282	Edmond.....	83	75	68	62	52	45	35	24	26	24
293	Lenora.....	83	75	68	62	52	45	35	24	26	24

* No agent—must be prepaid.

No shipments will be taken at less than 100 pounds of the class to which it belongs, and the minimum charges on any shipment will be 25 cents. Rates between local stations will be the same as shown on this tariff for corresponding distances. When rates are not shown for exact distance, use the next highest distance. Cattle, Sheep and Hogs, west bound, will be taken at the special immigrant tariff rates; Horses and Mules, Class B; Empty Packages returned at Fourth Class. Rates to and from Kansas City and Leavenworth will be made by adding to above rates 10 cents per 100 lbs. on less than car-loads, and five cents per 100 lbs. on car-loads, which will be the main line proportion.

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THE MISSOURI PACIFIC RAILWAY COMPANY, CENTRAL BRANCH DIVISION.

GENERAL WESTERN FREIGHT OFFICE, ATCHISON, KAS., April 25, 1883.

SUPPLEMENT No. 1, (CIRCULAR No. 43,) taking effect April 25, 1883, to Special Grain Tariff No. 3.

To Atchison, Leavenworth, Wyandotte, Kansas City, State Line, from —	Flour and Meal.	Wheat, Millet Seed, Flax Seed, Potatoes, and Castor Beans.	Rye and Barley.	Corn, Oats, and Bran.	Hay, (min. weight 18,000 lbs.)
Clifton.....	17	17	15	13	15
Clyde.....	18	18	16	14	15
Concordia.....	20	20	16	14	17
Beloit.....	21	21	17	14	17 $\frac{1}{2}$

L. A. EMERSON, G. W. F. A.

THE MISSOURI PACIFIC RAILWAY COMPANY, CENTRAL BRANCH DIVISION.—Special Grain Tariff No. 3, on Flour, Grain, Potatoes, Broom Corn, and Hay, taking effect August 21, 1882.—Subject to rules and conditions on bottom of this tariff.

To Atchison from —	Flour and Meal.	Wheat, Millet Seed, Flax Seed, Potatoes, Broom Corn, and Castor Beans.	Rye and Barley.	Corn, Oats, and Bran.	Hay.	To Atchison from —	Flour and Meal.	Wheat, Millet Seed, Flax Seed, Potatoes, Broom Corn, and Castor Beans.	Rye and Barley.	Corn, Oats, and Bran.	Hay.
Farmington.....	7	5	4	4	4	Yuma.....	22	20	16	14	11
Monrovia.....	7	5	4	4	4	Norway.....	22	20	16	14	12
Effingham.....	8	6	5	5	5	Scandia.....	22	20	16	14	12
Muscotah.....	9	8	7	6	5	Republic City.....	22	20	17	14	12
Whiting.....	10	9	8	7	5	Warwick.....	22	20	17	14	12 $\frac{1}{2}$
Nctawaka.....	11	10	9	8	5	Jamestown.....	22	20	16	14	12
Wetmore.....	12	10	9	9	6	Randall.....	23	21	17	14	12 $\frac{1}{2}$
Goff's.....	12	11	9	9	6	Jewell City.....	23	21	16	14	12 $\frac{1}{2}$
Corning.....	13	11	10	9	7	Mankato.....	23	21	17	14	12 $\frac{1}{2}$
Centralia.....	14	12	11	10	7	Burr Oak.....	23	21	17	14	12 $\frac{1}{2}$
Vermillion.....	14	12	11	10	8	Scottsville.....	21	21	17	14	12
Frankfort.....	14	12	11	10	8	Beloit.....	21	21	17	14	12 $\frac{1}{2}$
Barrett's.....	14	13	12	10	8	Solom'n Rapids.....	22	21	17	14	13
Bigelow.....	15	14	12	10	8	Glen Elder.....	23	21	17	14	13
Irving.....	16	14	12	10	9	Cawker City.....	24	22	18	14	14
Blue Rapids.....	16	14	13	11	9	Downs.....	24	22	18	14	14
Waterville.....	16	14	13	11	9	Osborne.....	25	23	18	14	14
Barnes.....	16	14	13	11	9	Bull's City.....	25	23	19	14	14
Greenleaf.....	17	15	14	12	10	Portis.....	25	23	18	14	14
Washington.....	17	15	14	12	10	Harlan.....	25	23	18	14	14
Linn.....	17	16	15	13	10	Gaylord.....	25	23	18	14	14
Palmer.....	17	16	15	13	10	Cedarville.....	25	23	19	15	14
Day.....	19	17	15	13	10	Kirwin.....	26	24	20	15	15
Clifton.....	17	17	15	13	10	Marvin.....	27	25	20	15	15
Clyde.....	18	18	16	14	10	Big Bend.....	27	25	20	15	15
Ames.....	20	18	16	14	10	Logan.....	27	25	20	15	15
Rice.....	21	19	16	14	10	Edmond.....	27	25	20	15	15
Concordia.....	22	20	16	14	10	Lenora.....	27	25	20	15	15

To Kansas City, Leavenworth, or St. Joseph, rates will be 5 cents per 100 lbs. higher than above rate, and 5 cents will be main line proportion. Flour and Meal will be taken at above rates only at estimated weights of 200 lbs. per barrel, 100 lbs. per sack, 50 lbs. per half-sack, 25 lbs. per quarter-sack, and will be taken in sacks only, at owner's risk of wet and waste. The minimum car-load of all cars is 20,000 lbs.; the maximum load is the capacity marked on the sides of the cars, or if not so marked, 26,000 lbs. The above rates are made only on minimum car-loads or over, on one article or kind of grain, and the actual weight of all excess over minimum weight, as shown by the track scales of this company, will be charged for at the same rate per 100 lbs. These rates apply only on bulk grain, for delivery to elevators or connecting lines. If shipped in sacks or for track delivery, the rate will be two cents per 100 lbs. higher than above tariff. If sacked grain is loaded with bulk grain, the sacked-grain rate will be charged on entire load. Agents must see that all shippers are acquainted with above rules, and must require shippers to load as near the capacity of cars as possible, but in no case must they allow over maximum weight to be loaded. No car must be billed at less than minimum weight.

S. FRINK, Gen'l Frt. Agent, St. Louis, Mo.; M. L. SARGENT, Ass't Gen'l Frt. Agent, Atchison, Kas.

THE MISSOURI PACIFIC RAILWAY COMPANY, CENTRAL BRANCH DIVISION.—Special
Live-Stock Tariff, taking effect March 15, 1883.

STATIONS.	IN DOLLARS PER CAR.						EMIGR'T OUTFIT, AUG. 1, 1882.		COAL TARIFF, AUG. 20, 1881. In cents per 100 lbs.					
	To Atchison.			To Kan. City.					From Atchison.		From Leavenworth.		From Kan. City.	
	28-foot car.	30-foot car.	33-foot car.	28-foot car.	30-foot car.	33-foot car.			Soft coal.	Hard coal.	Soft coal.	Hard coal.	Soft coal.	Hard coal.
Monrovia	12	14	16	18	20	22	...	...	4	4	8	10½	8	10½
Effingham.....	14	16	18	18	20	22	20	10	4	5	8	10½	8	10½
Muscotah	16	18	20	20	22	24	20	12	4½	6	8	10½	8½	11
Whiting.....	18	20	22	22	24	26	20	14	5	7	8	10½	9	11½
Netawaka.....	19	21	23	23	25	27	25	16	5½	8	8½	11	9½	12
Wetmore.....	19	21	23	25	28	31	30	18	5½	8	9	11½	9½	12
Goff's.....	19	21	23	27	30	33	30	18	5½	8	9	11½	9½	12
Corning.....	19	21	23	27	30	33	30	20	6	8½	9½	12	10	12½
Centralia.....	20	22	24	28	31	34	30	20	6½	9	10	12½	10½	13
Vermillion.....	21	23	25	29	32	35	30	20	7	9½	10½	13	11	13½
Frankfort.....	23	25	27	30	33	36	30	20	7	9½	11	13½	11	13½
Barrett's.....	24	26	28	31	34	37	35	25	7½	10	11	13½	11½	14
Biselow.....	24	26	28	31	34	37	35	25	7½	10	11	13½	11½	14
Irving.....	24	26	28	31	34	37	35	25	8	10½	11½	14	12	14½
Blue Rapids.....	25	27	29	32	35	38	35	25	8	10½	11½	14	12	14½
Waterville.....	25	28	31	33	36	39	40	30	8½	11	12	14½	12½	15
Greenleaf.....	27	30	33	34	38	42	40	30	9	11½	13	15½	13	15½
Washington.....	27	30	33	34	38	42	40	30	9½	12	13½	16	13½	16
Linn.....	29	32	35	33	37	41	40	30	10	12½	14	16½	14	16½
Palmer.....	30	33	36	32	35	38	40	30	10	12½	13	15½	14	16½
Clifton.....	32	35	38	32	35	38	40	30	10	12½	10	12½	10	12½
Clyde.....	32	35	38	32	35	38	40	30	10	12½	10	12½	10	12½
Ames.....	32	35	38	32	35	38	40	30	10½	13	13½	16	14½	17
Rice.....	33	37	41	34	38	42	40	30	11	13½	15	17½	15	17½
Concordia.....	33	37	41	34	38	42	40	30	11½	14	15½	18	15½	18
Yuma.....	33	37	41	34	38	42	45	30	11½	14	15½	18	15½	18
Norway.....	34	38	42	34	38	42	45	30	12	14½	16	18½	16	18½
Scandia.....	34	38	42	34	38	42	45	30	12	14½	16	18½	16	18½
Republic City.....	34	38	42	34	38	42	45	30	12½	15	16½	19	16½	19
Warwick.....	34	38	42	34	38	42	45	30	12½	15	16½	19	16½	19
Jamestown.....	33	37	41	34	38	42	45	30	12	14½	16	18½	16	18½
Randall.....	34	38	42	34	38	42	45	30	12½	15	16½	19	16½	19
Jewell City.....	34	38	42	34	38	42	45	30	12½	15	16½	19	16½	19
Mankato.....	34	38	42	34	38	42	45	30	12½	15	16½	19	16½	19
Burr Oak.....	34	38	42	34	38	42	45	30	12½	15	16½	19	16½	19
Scottsville.....	33	37	41	34	38	42	45	30	12½	14½	15	17½	16	18½
Danville.....	...	...	...	...	...	...	...	...	.....	.....	.....	.....	.....	.....
Beloit.....	34	38	42	34	38	42	45	30	12½	15	12½	15	12½	15
Solomon Rapids.....	34	38	42	34	38	42	...	...	12½	15	15	17½	16½	19
Glen Elder.....	34	38	42	34	38	42	50	30	13	15½	17	19½	17	19½
Cawker.....	34	38	42	36	40	44	50	30	13½	16	17½	20	17½	20
Downs.....	34	38	42	38	42	46	50	30	13½	16	17½	20	17½	20
Osborne.....	34	38	42	40	44	48	50	30	14	16½	18	20½	18	20½
Bull's City.....	34	38	42	40	44	48	50	30	14	16½	18	20½	18	20½
Portis.....	34	38	42	40	44	48	50	30	13½	16	17½	20	17½	20
Harlan.....	34	38	42	40	44	48	50	30	14	16½	18	20½	18	20½
Gaylord.....	34	38	42	40	44	48	50	30	14½	17	18½	21	18½	21
Cedarville.....	34	38	42	40	44	48	50	30	14½	17	18½	21	18½	21
Kirwin.....	34	38	42	40	44	48	50	30	14½	17	18½	21	18½	21
Marvin.....	34	38	42	40	44	48	50	30	15	17½	19	21½	19	21½
Logan.....	34	38	42	40	44	48	50	30	15	17½	19	21½	19	21½
Edmond.....	34	38	42	40	44	48	55	30	.....	.....	.....	.....	.....	.....
Lenora.....	34	38	42	40	44	48	55	30	.....	.....	.....	.....	.....	.....

THE MISSOURI PACIFIC RAILWAY, CENTRAL BRANCH DIVISION.—Special Emigrant Tariff,
No. C. B. 29. (Cancels C. B. 20, Feb. 10, 1834. Cancels C. B. 21, Feb. 10, 1884.) From Kansas City, State
Line, Leavenworth and St. Joseph. In effect August, 19th, 1884.

GEO. W. LILLEY, General Freight Agent, St. Louis, Mo.; SAMUEL PHILLIPS, Assistant General
Freight Agent, St. Louis, Mo.; GEO. OLDS, General Traffic Manager, St. Louis, Mo.; L. A. EMERSON,
General Western Freight Agent, Atchison, Kas.

Kansas City, State Line, Leaven- worth and St. Joseph to—	Per 100 lbs. in cents.	Car-loads in dollars.	Kansas City, State Line, Leaven- worth and St. Joseph to—	Per 100 lbs. in cents.	Car-loads in dollars.
Junction.....	23	18	Norway*.....	50	45
Farmington.....	29	24	Scandia.....	50	45
Monrovia.....	29	24	Republic City.....	50	45
Effingham.....	31	24	Warwick.....	55	45
Muscotah.....	35	26	Jamestown.....	50	45
Whiting.....	38	28	Randall.....	50	45
Netawaka.....	40	30	Jewell City.....	50	45
Wetmore.....	40	30	Mankato.....	55	45
Goff's.....	40	32	Burr Oak.....	55	45
Corning.....	42	32	Scottsville.....	50	45
Centralia.....	44	34	Glen Elder.....	55	45
Vermillion.....	47	35	Cawker City.....	55	45
Frankfort.....	49	36	Downs.....	55	45
Barrett's.....	50	36	Osborne.....	55	45
Bigelow.....	50	36	Bull's City.....	55	45
Irving.....	50	38	Portis.....	55	45
Blue Rapids.....	50	38	Harlan.....	57	48
Waterville.....	50	39	Gaylord.....	60	50
Barnes.....	50	40	Cedarville.....	60	50
Greenleaf.....	50	40	Kirwin.....	60	50
Linn.....	50	45	Marvin.....	60	50
Palmer.....	50	45	Big Bend*.....	60	50
Ames.....	50	45	Logan.....	60	50
Rice.....	50	45	Edmond.....	60	50
Yuma.....	50	45	Lenora.....	60	50

* No agent. Must in all cases be prepaid.

When car-load shipments consist in part of horses, mules or cattle, one man in charge will be allowed to pass free on regular stock contract, which must be executed with the forwarding agent of this company. When parties fail to execute this contract, and pay fare, it will not be refunded. The above rates govern on mixed shipments of old household goods, farm implements, wagons, stock, trees, shrubbery, etc. Live stock, not exceeding ten head, on emigrant account only.

THE MISSOURI PACIFIC RAILWAY COMPANY, CENTRAL BRANCH DIVISION.—Special Emigrant Tariff No. C. B. 26, (cancels C. B. 17, December, 1883,) from Atchison. Posted June 21, 1884; in effect August 19, 1884.

H. A. JOHNSON, Assistant General Freight Agent, St. Louis, Missouri; SAMUEL PHILLIPS, Assistant General Freight Agent, St. Louis, Missouri; GEORGE W. LILLEY, Freight Traffic Manager, St. Louis, Missouri; L. A. EMERSON, General Western Freight Agent, Atchison, Kansas.

Atchison to —	Per 100, in cents.	Car-loads, in dollars.	Atchison to —	Per 100, in cents.	Car-loads, in dollars.
Junction.....	13	8	Yuma.....	40	35
Farmington.....	19	14	Norway *.....	40	35
Monrovia	19	14	Scandia.....	40	35
Effingham.....	21	14	Republic City.....	40	35
Muscotah	25	16	Warwick.....	45	35
Whiting.....	28	18	Jamestown.....	40	35
Netawaka.....	30	20	Randall.....	40	35
Wetmore.....	30	20	Jewell City.....	40	35
Goff's.....	30	22	Mankato.....	45	35
Corning.....	32	22	Burr Oak.....	45	35
Centralia.....	34	24	Scottsville.....	40	35
Vermillion.....	37	25	Beloit.....	40	35
Frankfort.....	39	26	Glen Elder.....	45	35
Barrett's.....	40	26	Cawker City.....	45	35
Bigelow.....	40	26	Downs.....	45	35
Irving.....	40	28	Osborne.....	45	35
Blue Rapids.....	40	28	Bull's City.....	45	35
Waterville.....	40	29	Portis.....	45	35
Barnes.....	40	30	Harlan.....	47	38
Greenleaf.....	40	30	Gaylord.....	50	40
Washington.....	40	35	Cedarville.....	50	40
Linn.....	40	35	Kirwin.....	50	40
Palmer.....	40	35	Marvin.....	50	40
Clifton.....	40	35	Big Bend *.....	50	40
Clyde.....	40	35	Logan.....	50	40
Ames.....	40	35	Edmond.....	50	40
Rice.....	40	35	Lenora.....	50	40
Concordia.....	40	35			

* No Agent. Must in all cases be prepaid.

When car-load shipments consist in part of horses, mules, or cattle, one man in charge will be allowed to pass free on regular stock contract, which must be executed with the forwarding agent of this company. When parties fail to execute this contract, and pay fare, it will not be refunded. No return passes given. The above rates govern on mixed shipments of old household goods, farm implements, wagons, stock, trees, shrubbery, etc. Live stock, not exceeding six head, on emigrant account only.

MISSOURI PACIFIC RAILWAY.—Special Live-Stock Tariff No. C. B. 24. (Cancels No. C. B. 13.)
From points on the Central Branch to Atchison, (posted June 21, 1884;) in effect, August 19, 1884.

H. A. JOHNSON, Assistant General Freight Agent, St. Louis, Mo.; S. PHILLIPS, Assistant General Freight Agent, St. Louis, Mo.; GEO. W. LILLEY, Freight Traffic Manager, St. Louis, Mo.; L. A. EMERSON, General Western Freight Agent, Atchison, Kansas.

Applying upon Live Stock when shipped under a special stock contract, on the form furnished by this company.

To Atchison from —	IN DOLLARS PER CAR.					
	<i>Horses and mules.</i>		<i>Cattle and hogs.</i>		<i>Sheep and hogs.</i>	
	30-foot cars.	33-foot cars.	30-foot cars.	33-foot cars.	30-foot cars.	33-foot cars.
Junction.....	11 00	13 00	10 00	12 00	9 00	11 00
Farmington.....	12 00	14 00	11 00	13 00	10 00	12 00
Monrovia.....	13 00	15 00	11 00	12 80	10 00	12 00
Effingham.....	13 00	15 00	12 00	13 80	10 50	12 50
Muscotah.....	15 00	17 00	13 00	14 80	11 00	13 00
Whiting.....	16 00	18 00	15 00	16 80	12 50	14 50
Netawaka.....	18 00	20 00	16 00	18 00	14 00	16 00
Wetmore.....	20 00	22 00	17 00	19 00	15 00	17 00
Goff's.....	22 00	24 00	18 00	20 00	16 00	18 00
Corning.....	23 00	25 00	20 00	22 00	17 00	19 00
Centralia.....	23 00	25 00	20 00	22 00	18 00	20 00
Vermillion.....	23 00	25 00	20 00	22 00	18 00	20 00
Frankfort.....	24 00	26 00	21 00	23 00	19 00	21 00
Barrett's.....	25 00	27 00	23 00	25 00	19 00	21 00
Bigelow.....	25 00	27 00	23 00	25 00	19 00	21 00
Irving.....	27 00	29 00	24 50	26 30	20 00	22 00
Blue Rapids.....	28 00	30 00	24 50	26 30	21 00	23 00
Waterville.....	29 00	32 00	25 00	27 70	22 00	25 00
Barnes.....	30 00	33 00	25 50	28 50	22 00	25 00
Greenleaf.....	30 75	33 00	26 00	28 50	22 00	25 00
Washington.....	30 00	33 00	26 50	29 50	22 00	25 00
Linn.....	30 00	33 00	26 50	29 50	22 00	25 00
Palmer.....	30 00	33 00	27 50	30 50	22 00	25 00
Day.....	30 00	34 00	27 75	30 30	23 00	26 00
Clifton.....	31 00	35 00	28 00	30 50	23 25	26 25
Clyde.....	32 00	36 00	28 25	30 80	23 50	26 50
Ames.....	33 00	37 00	28 50	31 50	24 00	27 00
Rice.....	34 00	38 00	29 00	33 00	24 25	27 25
Concordia.....	35 00	39 00	30 00	33 00	25 00	28 00
Yuma.....	36 00	40 00	31 00	34 00	26 00	29 00
Norway.....	38 00	42 00	33 00	36 00	28 00	31 00
Scandia.....	39 00	43 00	34 00	37 00	29 00	32 00
Republic City.....	40 00	44 00	35 00	38 00	30 00	33 00
Warwick.....	40 00	44 00	35 00	38 00	30 00	33 00
Jamestown.....	38 00	42 00	33 00	36 00	28 00	31 00
Randall.....	40 00	44 00	35 00	38 00	30 00	33 00
Jewell City.....	40 00	44 00	35 00	38 00	30 00	33 00
Mankato.....	40 00	44 00	35 00	38 00	30 00	33 00
Burr Oak.....	40 00	44 00	35 00	38 00	30 00	33 00
Scottsville.....	39 00	43 00	34 00	37 00	29 00	32 00
Danville.....	40 00	44 00	35 00	38 00	30 00	33 00
Beloit.....	40 00	44 00	35 00	38 00	30 00	33 00
Solomon Rapids.....	40 00	44 00	35 00	38 00	30 00	33 00
Glen Elder.....	40 00	44 00	35 00	38 00	30 00	33 00
Cawker.....	40 00	44 00	35 00	38 00	30 00	33 00
Downs.....	41 00	45 00	36 00	39 00	31 00	34 00
Osborne.....	41 00	45 00	36 00	39 00	31 00	34 00
Bull's City.....	42 00	46 00	37 00	40 00	32 00	35 00
Portis.....	41 00	45 00	36 00	39 00	31 00	34 00
Harlan.....	42 00	46 00	37 00	40 00	32 00	35 00
Gaylord.....	42 00	46 00	37 00	40 00	32 00	35 00
Cedarville.....	42 00	46 00	37 00	40 00	32 00	35 00
Kirwin.....	43 00	46 00	38 00	41 00	33 00	36 00
Marvin.....	44 00	48 00	39 00	42 00	34 00	37 00
Big Bend.....	44 00	48 00	39 00	42 00	34 00	37 00
Logan.....	45 00	49 00	40 00	43 00	35 00	38 00
Edmond.....	46 00	50 00	41 00	44 00	36 00	39 00
Lenora.....	46 00	50 00	41 00	44 00	36 00	39 00

Agents will be careful when billing to use rates according to the size of the car loaded.

THE MISSOURI PACIFIC RAILWAY COMPANY.—Merchandise Tariff, No. C. B. 28. (Cancels No. C. B. 19 Tariff, February 1, 1884.) Between points on the Central Branch Division and Kansas City, State Line, Wyandotte, and Leavenworth. In effect August 19, 1884.

GEO. W. LILLEY, General Freight Agent, St. Louis, Mo.; SAMUEL PHILLIPS, Ass't General Freight Agent, St. Louis, Mo.; GEO. OLDS, General Traffic Manager, St. Louis, Mo.; L. A. EMERSON, General Western Freight Agent, Atchison, Kansas.

SUBJECT TO JOINT WESTERN CLASSIFICATION.

Between Kansas City, State Line, Wyandotte, Leavenworth, and —	MERCHANDISE. In cts. per 100 lbs.				CAR-LOAD. In cents per 100 lbs.										
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Class A.	Class B.	Class C and D.	Wheat, Flax S'd, & Castor B'ns.	Flour, Meal, & Mill Stuff.	Other Grain.	Ice, Stone, Sand, Clay, Brick, Lime, & Hay.	Salt, Cement, and Stucco.	Soft Coal.	Soft Lumber.
Junction*.....	23	21	20	18	12	11	9	9	10	10	9	9	9	8	8
Farmington.....	27	24	22	19	14	12	11	9	10½	10½	10	9	10	8½	9½
Monrovia.....	29	26	23	21	14	13	12	9	11	11	10	9	11	8¾	10
Effingham.....	31	27	24	22	15	14	12	10	12½	12	10	10	11	8¾	10
Muscotah.....	35	30	25	23	17	15	13	11	13	13	11	10	12	9¼	11
Whiting.....	38	33	28	24	19	17	14	12	14	14	12	10	13	9½	12
Nctawaka.....	40	36	30	26	21	18	15	12	14½	15	12½	10½	14	10	12½
Wetmore.....	42	37	34	30	22	20	15	12	15	15	12½	11	14	10¼	12½
Goff's.....	43	38	35	31	23	21	16	13	15½	16	13	11	15	10½	13
Corning.....	45	40	37	33	24	22	17	13	16	16	13	12	15	11	13
Centralia.....	47	42	38	34	26	24	18	14	17	17	14	12	16	11¼	14
Vermillion.....	50	44	40	36	27	24	18	14	17	18	14½	13	16	12	14½
Frankfort.....	53	47	43	38	29	26	20	15	18	19	15	13	17	12¼	15½
Barrett's.....	55	49	44	39	30	27	20	16	18	19	15	13	18	12¼	16
Bigelow.....	55	49	44	39	30	27	20	16	18	20	15	13	18	12¼	16
Irving.....	58	51	46	41	32	27	21	16½	19	20	15½	14	18	12½	17
Blue Rapids.....	58	51	46	41	32	27	21	17	20	21	16	14	19	13	18
Waterville.....	59	52	47	42	33	29	22	17½	20	21	16¼	14	20	13½	19
Barnes.....	60	53	48	43	33	29	22½	17½	20½	21	16½	14	20	13½	19
Greenleaf.....	61	54	49	44	34	30	23	18	21	22	17	15	21	14	20
Washington.....	63	55	50	44	35	31	23½	18½	21½	22½	18	15	22	14½	20½
Linn.....	63	55	50	44	35	31	23½	18½	21½	22½	18	15	22	14½	20½
Palmer.....	65	57	51	45	36	32	24	19½	21½	22½	18½	15	22½	15	20½
Day*.....	66	58	52	46	36	33	24	20	22	23	19	15	22½	15	21
Ames.....	69	60	54	48	38	34	25	21	22	23½	19	16½	23	15½	21
Rice.....	70	60	55	48	39	35	26	21½	22½	23½	19	16	23½	15½	21½
Yuma.....	72	62	57	50	40	36	26½	22	22½	24½	19	16½	24	15¾	21½
Norway*.....	73	63	58	51	42	36	27	22½	22½	24½	19	16¾	24	16	21½
Scandia.....	74	64	59	52	42	37	27	22½	23	25	19	17	24½	16	22
Republic City.....	75	65	60	53	43	38	28	23	23	25	19	17	25	16	22
Warwick.....	77	67	62	55	45	39	29	24	24	26	19	17½	26	16¼	23
Jamestown.....	73	63	58	51	42	36	26½	22½	22½	24½	19	16¾	24	16	21½
Randall.....	74	64	59	52	42	37	27	22½	23	25	19	17	24½	16	22
Jewell City.....	75	65	60	53	43	38	28	23	23	25	19	17	25	16	22
Mankato.....	77	67	62	55	45	39	29	24	24	26	19	17½	26	16¼	23
Burr Oak.....	79	70	64	57	46	40	29	25	24½	26½	19½	17¾	26	16½	24
Scottsville.....	74	64	59	52	42	37	27	22½	23	25	19	17	24½	16	22
Danville*.....	75	65	60	53	43	38	28	23	23	25	19	17	25	16	22
Solomon Rapids.....	77	67	62	55	45	39	29	24	24	26	19	17½	26	16¼	23
Glen Elder.....	77	67	62	55	45	39	29	24	24	26	19	17½	26	16¼	23
Cawker City.....	79	70	64	57	46	40	29	25	24½	26½	19½	17¾	26	16½	24
Downs.....	81	72	66	58	47	41	29	25½	24½	26½	20	18	26	16¾	24½
Osborne.....	83	74	67	59	48	42	29½	26	25	27	20	18½	26½	17	25
Bull's City.....	87	77	69	62	50	43	30	26½	25½	27½	20	19	26½	18	25½
Portis.....	83	74	67	59	48	42	29½	26	25	27	20	18½	26½	17	25
Harlan.....	84	75	68	60	49	42	29½	26	25	27	20	18½	26½	17½	25
Gaylord.....	85	76	69	61	49	43	30	26½	25	27	20	19	26½	17½	25½
Cedarville.....	87	77	69	62	50	43	30	26½	25½	27½	20	19	26½	18	25½
Kirwin.....	88	78	70	63	51	44	30	26½	25½	27½	20	19½	26½	18½	25½
Marvin.....	88	78	70	64	52	44	30½	27	25½	28	20	20	27	18¾	26
Big Bend*.....	89	79	71	65	53	45	31	27	25½	28	20	20½	27	19	26
Logan.....	89	79	71	65	53	45	31	27	25½	28	20	20½	27	19	26
Edmond.....	90	80	72	66	55	47	32	28	27	29	20	21	28	20	27
Lenora.....	90	80	72	66	55	47	33	29	27	30	20	21	29	20	28

* No agent—must be prepaid.

Cattle, sheep and hogs—west bound—will be taken at special emigrant rates. Horses and mules—Class B. Lime, salt, cement, plaster, and stucco, in lots of 25 barrels or over, and less than car-loads, 40 per cent. higher than rates provided for those articles in car-loads.



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THE MISSOURI PACIFIC RAILWAY COMPANY.—Merchandise Tariff No. C. B. 23 (cancels No. C. B. 12 Tariff, April, 1883; cancels No. C. B. 14 Tariff, December, 1883;) between points on the Central Branch Division and Atchison. Posted June 21, 1884; in effect August 19, 1884.

H. A. JOHNSON, Assistant General Freight Agent, St. Louis, Missouri; SAMUEL PHILLIPS, Assistant General Freight Agent, St. Louis, Missouri; GEORGE W. LILLEY, Freight Traffic Manager, St. Louis, Missouri; L. A. EMERSON, General Western Freight Agent, Atchison, Kansas.

SUBJECT TO JOINT WESTERN CLASSIFICATION.

Between Atchison and —	MERCHANDISE, In cts. per 100 lbs.				CAR-LOADS, In cents per 100 lbs.										
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Class A.	Class B.	Class C and D.	Wheat, Flax S'd, & Castor B'ns.	Flour, Meal, & Mill Stuff.	Other Grain.	Ice, Stone, Sand, (Clay, Brick, Lime, & Hay,	Salt, Cement, and Stucco.	Soft Coal.	Soft Lumber.
Junction*.....	13	11	10	8	7	6	4	4	5	5	4	4	4	3	3
Farmington... ..	17	14	12	9	9	7	6	4	5½	5½	5	4	5	3½	4½
Monrovia... ..	19	16	13	11	9	8	7	4	6	6	5	4	6	3¾	5
Effingham.....	21	17	14	12	10	9	7	5	7½	7	5	5	6	3¾	5
Muscotah.....	25	20	15	13	12	10	8	6	8	8	6	5	7	4½	6
Whiting.....	28	23	18	14	14	12	9	7	9	9	7	5	8	4¾	7
Netawaka.....	30	26	20	16	16	13	10	7	9½	10	7½	5½	9	5	7½
Wetmore.....	32	27	24	20	17	15	10	7	10	10	7½	6	9	5½	7½
Goff's.....	33	28	25	21	18	16	11	8	10½	11	8	6	10	5½	8
Corning.....	35	30	27	23	19	17	12	8	11	11	8	7	10	6	8
Centralia.....	37	32	28	24	21	19	13	9	12	12	9	7	11	6¼	9
Vermillion.....	40	34	30	26	22	19	13	9	12	13	9½	8	11	7	9½
Frankfort.....	43	37	33	28	24	21	15	10	13	14	10	8	12	7¼	10½
Barrett's.....	45	39	34	29	25	22	15	11	13	14	10	8	13	7¼	11
Bigelow.....	45	39	34	29	25	22	15	11	13	15	10	8	13	7¼	11
Irving.....	48	41	36	31	27	22	16	11½	14	15	10½	9	13	7½	12
Blue Rapids.....	48	41	36	31	27	22	16	12	15	16	11	9	14	8	13
Waterville.....	49	42	37	32	28	24	17	12½	15	16	11½	9	15	8½	14
Barnes.. ..	50	43	38	33	28	24	17½	12½	15½	16	11½	9	15	8½	14
Greenleaf.....	51	44	39	34	29	25	18	13	16	17	12	10	16	9	15
Washington.....	53	45	40	34	30	26	18½	13½	16½	17½	13	10	17	9½	15½
Linn.....	53	45	40	34	30	26	18½	13½	16½	17½	13	10	17	9½	15½
Palmer.....	55	47	41	35	31	27	19	14½	16½	17½	13½	10	17½	10	15½
Day*.....	56	48	42	36	31	28	19	15	17	18	14	10	17½	10	16
Clifton.....	57	49	43	37	32	28	19½	15	17	18	14	10	17½	10	16
Clyde.....	58	49	43	37	32	29	20	15½	17	18	14	10½	17½	10¼	16
Ames.....	59	50	44	38	33	29	20	16	17	18½	14	11½	18	10½	16
Rice.....	60	50	45	38	34	30	21	16½	17½	18½	14	11	18½	10½	16½
Concordia.....	61	51	46	39	34	30	21	17	17½	19	14	11	18½	10½	16½
Yuma.....	62	52	47	40	35	31	21½	17	17½	19½	14	11½	19	10¾	16½
Norway*.....	63	53	48	41	37	31	22	17½	17½	19½	14	11¾	19	11	16½
Scandia.....	64	54	49	42	37	32	22	17½	18	20	14	12	19½	11	17
Republic City.....	65	55	50	43	38	33	23	18	18	20	14	12	20	11	17
Warwick.....	67	57	52	45	40	34	24	19	19	21	14	12½	21	11¼	18
Jamestown.....	63	53	48	41	37	31	21½	17½	17½	19½	14	11¾	19	11	16½
Randall.....	64	54	49	42	37	32	22	17½	18	20	14	12	19½	11	17
Jewell City.....	65	55	50	43	38	33	23	18	18	20	14	12	20	11	17
Mankato.....	67	57	52	45	40	34	24	19	19	21	14	12½	21	11¼	18
Burr Oak.....	69	60	54	47	41	35	24	20	19½	21½	14½	12¾	21	11½	19
Scottsville... ..	64	54	49	42	37	32	22	17½	18	20	14	12	19½	11	17
Danville*.....	65	55	50	43	38	33	23	18	18	20	14	12	20	11	17
Beloit.....	65	55	50	43	38	33	23	18	18	20	14	12	20	11	17
Solomon Rapids.....	67	57	52	45	40	34	24	19	19	21	14	12½	21	11¼	18
Glen Elder.....	67	57	52	45	40	34	24	19	19	21	14	12½	21	11¼	18
Cawker.....	69	60	54	47	41	35	24	20	19½	21½	14½	12¾	21	11½	19
Downs.....	71	62	56	48	42	36	24	20½	19½	21½	15	13	21	11¾	19½
Osborne.....	73	64	57	49	43	37	24½	21	20	22	15	13½	21½	12	20
Bull's City.....	77	67	59	52	45	38	25	21½	20½	22½	15	14	21½	13	20½
Portis.....	73	64	57	49	43	37	24½	21	20	22	15	13½	21½	12	20
Harlan.....	74	65	58	50	44	37	24½	21	20	22	15	13½	21½	12½	20
Gaylord.....	75	66	59	51	44	38	25	21½	20	22	15	14	21½	12½	20½
Cedarville.....	77	67	59	52	45	38	25	21½	20½	22½	15	14	21½	13	20½
Kirwin.....	78	68	60	53	46	39	25	21½	20½	22½	15	14½	21½	13½	20½
Marvin.....	78	68	60	54	47	39	25½	22	20½	23	15	15	22	13¾	21
Big Bend*.....	79	69	61	55	48	40	26	22	20½	23	15	15½	22	14	21
Logan.....	79	69	61	55	48	40	26	22	20½	23	15	15½	22	14	21
Edmond.....	80	70	62	56	50	42	27	23	22	24	15	16	23	15	22
Lenora.....	80	70	62	56	50	42	28	24	22	25	15	16	24	15	23

* No agent — must be prepaid.

Cattle, sheep and hogs—west bound—will be taken at special emigrant rates. Horses and mules—Class B. Lime, salt, cement, plaster, and stucco, in lots of 25 barrels or over, and less than car-loads, 40 per cent. higher than rates provided for those articles in car-loads.